

BUSINESS DIRECTORY.

40¢ Business Cards will be inserted in this column at the rate of \$1 per line per month.

A SCHRAFFT, G. W.—Fancy Grocer, Produce and Provisions, Southwest corner Second and Jefferson streets, will receive all packages addressed to any part of the city free of charge.

A. LEWIS—Madison, Wheeling and other Alles, at L. Weber's, No. 24 Fourth street.

A LL KINDS OF SMOKEWARES at Warner's, southwest corner of Third and Jefferson.

A. LEWIS & WIEBER—Louisville Ornamental Glassware Iron Works, No. 26 Main street, between Sixth and Seventh.

A. LEWIS & WIEBER—Antique Tiaras, No. 24 Sixth and Main and Market.

BOUCHE, CHAS. J.—Eagle Coffee, Spice and Mustard Mills, corner Sixth and Grayson st.

COURTNEY, R. H.—Stock and Bond Broker, Office—Citizen Bank and EM Main street.

COMMISSIONER OF DEPT. OF STATE, at the Comptroller and Notary Public, Office of the Jefferson street, between Sixth and Eighth.

CROMWELL, WILMINGTON—Dealer in Paper, Cloth, Books and Stationery, between Seventh and Eighth.

COOK & GOODMAN—Importers and dealers in Books, Watches, Jewelry, Optics, Clocks, &c. Third street, between Jefferson and Green.

DEMOCRAT—Book and Job Printing House, 100 Main street, between Sixth and Eighth.

GAY'S CHINA PALACE—Corner Fourth and Greens, between Masonic Temple.

HAYS, WILL S.—Dealer in Sheet Music and Musical Instruments.

HOLLINGWELL & JOHNSON'S Inn, located in Temperance Hall building, south side Market street, bet. Fourth and Main.

HAYS, ROBERT W.—Attorney at Law, Center street, near Jefferson.

H. V. HARRIS, Mrs. Charles Nees, Turner and Carter in Ivory, Market street, between Sixth and Seventh, Louisville, Billiard, Pool and Billiard Table Manufacturers, and other work.

J. M. WRIGHT—Books, Books, Guitars, Broadways, No. 10 South side Market street, between Second and Third.

J. M. WRIGHT—Books, Books, Guitars, Broadways, No. 10 South side Market street, between Second and Third.

JAMES, THOMAS & CO.—Successors to F. JAMES & CO., Jewelers in Pittsburg, Youngstown and Wheeling, No. 67 Sixth street, between Market and Jefferson.

KING, JOHN C.—Wholesale and retail dealer in Metallic Bunting, Drapery and Carpet, Southeast corner of Main and Harrison, Louisville, Ky.

KENNEDY & IRWIN—Coat Dealers, No. 102 Third street, between Market and Jefferson.

LAW & BRO.—Wall Paper, Windows and Screens, No. 90 Fourth street, bet. Main and Jefferson.

M'CALLOUGH, JAS.—Dealer in Furniture, N. M., Market st.

M. S. COHEN & CO.—Publishers, Books, Magazines, Books, Books, and Job Printers, 160 Main Street.

"OLD RELIABLE"—U. S. Mail Line Steamers and the West and the East, shortest, cheapest and best route.

PECKENPAUGH, OUEERKAR & CO.—Comptroller and Cashiers and dealers in County Products, No. 22 Fourth street.

PEARSON & BEMIS—Real Estate Agents, Over Morton, Galt & Co., corner Bultit and Main streets.

QUEEN'S INN—Hotel, 100 Main street, No. 10, corner of Main and Fourth, Louisville, Ky.

RACHIMON'S SALOON—Corner of Fifth and Main st., C. H. Hamilton, Proprietor.

RIPY, BURRELL & CO.—Wholesale dealers in Foreign and Domestic Wines, Brandies, &c.

RODGER, G. & SON—House-furnishing Emporium, No. 100 South side Market st., between Fourth and Fifth.

S. C. BOUCHE, cor. Sixth & Grayson.

WALCOTT & WARNER—Furnishing Goods, 100 Main street, Louisville, Ky.

WILSON, PETER & CO.—Wholesale Drapery and Clothiers, 100 Main street, Louisville, Ky.

WARNERS SMOKERS' EMPORIUM—Best brands Cigars and Tobacco.

WILLARD, J. E.—Druggist and Apothecary, North Market street, between Main and Jefferson.

SLATE, ROOFING, ALEXANDER MITCHELL, is now prepared to do all kinds of ornamental slate roofing, Gutters, &c. 100 Main street, near Seventh, where all orders will be received.

STANCLIFFE, ALEXANDER—Architect and Main, No. 3 Hamilton Building, corner Sixth and Main.

SPICES—Ground and Unground, Eric Vess & Son, C. J. BOUCHE, cor. Sixth & Grayson.

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DEMOCRATIC TICKET.

For Governor, JOHN W. STEVENSON, For Judge of the Common Pleas, W. H. COCHRAN, THOS. B. COCHRAN, For Circuit Judge, HODGE, COCHRAN & CO., For Commonwealth's Attorney, PHIL LEE, For Marshal of the Circuit Court, W. W. WELCHAN, For Marshal of the City Court, W. H. HORAN, For Clerk of the Circuit Court, THOMAS B. THOMPSON, For Clerk of the Circuit Court, J. H. MARTIN, Sheriff JOHN M. MARTIN, For City and County Attorney, W. H. WELCHAN.

Advertisements.

All advertisements 10 cents per line, solid state, for first insertion; five cents per line for all subsequent insertions. "City Items" 20 cents per line. "Special Notices" 10 cents per line each insertion.

A discount of 10 per cent. for all prepaid advertisements by the month or quarter.

OUR AGENTS.

Norris & Son, next door to P. O. Frankfort, Ky., W. L. Jones, next door to P. O. Frankfort, Ky.

Air Line Railroad from Louisville to the Gulf.

It has long been evident to us that the great Western and Southern States imperatively demand a direct railroad connection from the Lakes to the Gulf. The increase of trade has rendered this connection an absolute necessity.

For the want of this road, a trade that should come to us from a Southern port reaches us by the Northern and Eastern railroads.

For instance, all vessels laden with the products of South America, instead of landing their freights at our nearest harbor, sail for New York, thus increasing the expense of transportation, and to that expense must be added the railroad charges from New York, Coffee designed for Atlanta and Montgomery reaches those cities by the way of New York and the line of roads from that city.

The necessity of the connection in question is so evident to any thinking mind that a demonstration of it is unnecessary.

The question we propose to discuss at this time is, what point shall be the Southern terminus of this great national artery?

A careful study of the map, on the part of any fair-minded man, will convince him that New Orleans, Mobile or Pensacola must be the Southern terminus.

New Orleans is about one hundred miles from the ocean, and situated upon a stream the navigation of which is ex-

tremely uncertain, and, in consequence of the constant deposit at its mouth, becoming more uncertain every year.

Large sea-going vessels cannot come near the city, but must receive their freights from lighters. This repeated handling increases the charges and renders New Orleans a very expensive shipping point.

The same objections can be urged against Mobile. Her harbor is fast becoming filled up, and the day is not very distant when to all practical purposes she will be an inland town with little or no trade at all. At present not one single bale of cotton can be shipped from New

Orleans or Mobile without incurring the expense of lighterage.

The harbor at Pensacola is doubtless the finest one on the Southern coast. A singular fact connected with it is that the depth of water has not changed within the last fifty years. There are no large steamers entering the harbor to empty their washings therein and fill up the channel. The latter, too, remains unchanged, and any vessel can enter without the aid of a port pilot. The Pensacola harbor is perfectly and completely land-locked, with an average depth of 21 feet water, where the shipping of the world can enter and ride in safety.

The Courier reminded us very much of Ashley in his initiatory proceedings. It reminds us very much of Summer in its "afterscap." After the "High Court" had decided upon its functions by its verdict, Summer brings in a set of "Resolutions" defining the duties of such "High Court." So after the action of the General Council on Thursday night, the Courier says that such action, of which it had full notice in the very nature of the case and the course of events, was "discreditable" and ought to "banish those engaged in it from all respectable associations." We have no doubt but that the General Council will survive; and are inclined to think that it has already taken an "appeal" from the verdict of the Courier to that of the people, which leaves the former utterly without recourse!

Naturally, with the many disadvantages under the sea and the high cost of insurance, we know not to appropriate the vast natural advantages over every Southern port, and feel that if our citizens do not, we will be left to a Court of Admiralty, and nothing whatever to fear from any quarter.

It will be well for us, however, while resting in this feeling of security, not to underrate the advantages of our sister cities of the world.

True, Mobile, with the many disadvantages under the sea, labors, can never hope to attain a great commercial importance.

There are few, if any, safer harbors than she has known in the past—the shallowness of the water in her bay being, in our judgment, the chief cause of her poverty.

It is the same with Pensacola, which has but few superiors in the world, may, when the roads shall have been made, rise to be a rival of New York and Northwest, to rise, to be not a rival of New Orleans, at least a commercial center of the world.

A contemporay, in an article referring to New Orleans as a port and harbor," speaks of Mobile as having the best harbor in the world.

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Daily Democrat

Arrival and Closing of Mails.

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Closes.	
First Eastern	12:30 P. M. 3:00 P. M.
Second Eastern	12:30 P. M. 5:30 P. M.
First St. Louis, Mo.	12:30 P. M. 5:30 P. M.
Second St. Louis, Mo.	12:30 P. M. 5:30 P. M.
First Indianapolis & Chicago	12:30 P. M. 5:30 P. M.
Second Indianapolis & Chicago	12:30 P. M. 7:00 A. M.
First Louisville & Memphis	12:30 P. M. 4:30 A. M.
Second Louisville & Memphis	12:30 P. M. 12:30 P. M.
First Lexington, Frankfort & Louisville	12:30 P. M. 10:15 A. M.
Second Lexington, Frankfort & Louisville	12:30 P. M. 7:00 P. M.
Louisville and Bardstown Rail-	12:30 P. M. 7:00 P. M.
Lexington and Cincinnati Rail-	12:30 P. M. 5:30 A. M.
Lexington and Evansville Rail-	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Tuesdays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Wednesdays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Thursdays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Fridays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Saturdays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Sundays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Mondays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Tuesdays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Wednesdays,	12:30 P. M. 5:30 A. M.
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Leaves—Leaves on Saturdays,	12:30 P. M. 5:30 A. M.
Leaves—Leaves on Sundays,	12:30 P. M. 5:30 A. M.
Arrival and Departure of TRAINS.	
LOUISVILLE AND NASHVILLE AND MEMPHIS AND NEW ORLEANS RAILROAD.	Departs.
Memphis and Nashville Mail—12:30 P. M. 5:30 A. M.	12:30 P. M. 5:30 A. M.
Crab Orchard Express—12:30 P. M. 5:30 A. M.	12:30 P. M. 5:30 A. M.
Bardstown Accommodation—12:30 P. M. 5:30 A. M.	12:30 P. M. 5:30 A. M.
LEXINGTON AND FRANKFORT RAILROAD.	Departs.
Accommodation—5:30 P. M. 7:00 P. M.	
JEFFERSONVILLE RAILROAD.	Departs.
Except Sunday—5:30 P. M. 4:15 P. M. except Sunday	5:30 P. M. 4:15 P. M.
Daily—5:30 P. M. 6:30 A. M. Daily	5:30 P. M. 6:30 A. M. Daily

TELEGRAPH NEWS

CANADA.

THE PENIAN ALARM ON THE IN-CREASE.

Gathering of the Invaders at St. Albans.

PREPARATIONS OF THE AUTHORI-TIES TO MEET THEM.

TWO CARLOADS OF ARMS ARRIVE AT CHATEAUCEAUY.

SUSPECTED PENIANS ARRESTED.

THE Invasion to Take Place This Month.

To the Telegraph to the Democrat.

MONTEBELLO, June 5.—The Penian scare is increasing in stead of abating, and the authorities add to the fear of an impending raid by the exten-sive flying column of four companies of rebels. A fifth and a sixth companies are to be added to the column, and the Penians are to be at any point they may be ordered.

At Quebec the volunteers have been ordered to stand to arms, and the rebels and ammunition to keep themselves prepared in every particular for a campaign.

A contract, executed by Wm. F. Jas. Shanks and Jas. C. Shanks, to repair the sewer in Bear-glass creek, between First and Second streets, was read and accepted.

The City Engineer submitted the following contracts, which were referred to the railroad committee, for the repair of Portland avenue, from Twelfth street to Portland, was referred to the street committee of the Western district.

A report from the City Engineer in regard to the repairs of Portland avenue, from Twelfth street to Portland, was referred to the railroad committee, for the repair of High street, was read and referred to the railroad committee.

The bonds of the policemen, officers of the police, stationhouse keepers, and the bunks of the engineers of the Fire Department, were referred to the police on bonds.

An invitation to the General Council to attend the meeting of Samuel C. Read, at Mason's Temple on Monday evening next, was read and accepted.

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A contract, executed by Wm. Moden-bach, to haul stone from workshop for Street Inspector, Eastern district.

A contract, executed by Wm. F. Jas. Shanks, to repair the sewer in Bear-glass creek, between First and Second streets.

A contract, executed by H. Duberg, to haul stone from workshop for Street Inspector, Western district.

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A contract, executed by Wm. Moden-bach, to haul stone from workshop for Street Inspector, Eastern district.

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